

FIG. 1 PRIOR ART

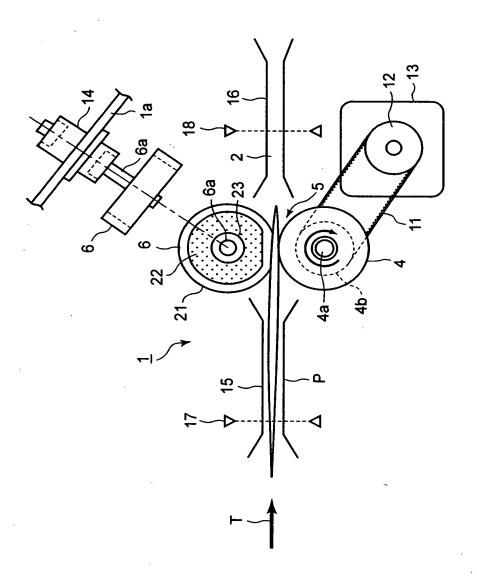


FIG. 2

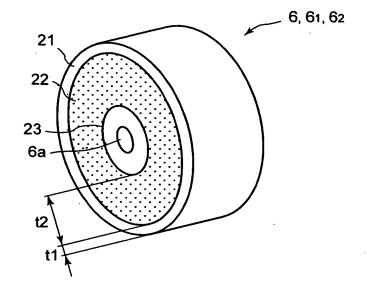


FIG. 3

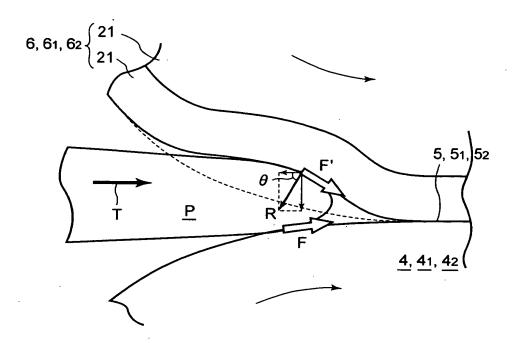


FIG. 4

P3	1.0	4	•	20			-	•	
P2	1.0	4	•	20		-	,		
Ы	1.0 1.0	4	-	2		•			
<b>S19</b>	1.0	9	20	•	S29	9.0	9	50	,
S18	1.0 1.0	4	20	•	S28 S29	9.0	4	50	•
S17	1.0	2	20	J	S26 S27	9.0 9.0	2	50	
S16	1.0	9	40	•	<b>S26</b>	9.0	9	40	
S11 S12 S13 S14 S15 S16 S17 S18 S19	1.0 1.0 1.0 1.0	4	40	-	S21 S22 S23 S24 S25	9.0	4	40	•
<b>S14</b>	1.0	2	40	-	S24	9.0	2	40	•
S13	1.0	9	30	1	\$23	9.0	9	30	•
S12	1.0	4	30	٠	<b>S22</b>	9.0 9.0 9.0	4	30	
S11	1.0	7	30	-	<b>S21</b>	9.0	2	30	•
Driven roller	Coefficient of dynamic friction	Rubber thickness (mm)	Sponge hardness (Asker C)	Thrusting force (N)	Driven roller	Coefficient of dynamic friction	Rubber thickness (mm)	Sponge hardness (Asker C)	Thrusting force (N)

FIG. 5

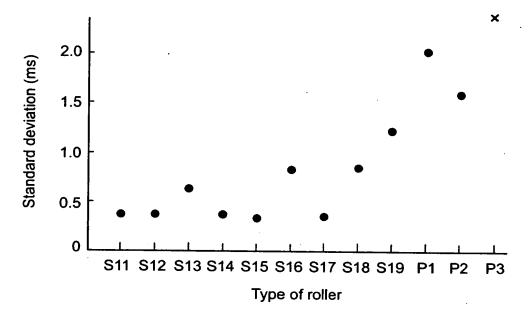


FIG. 6

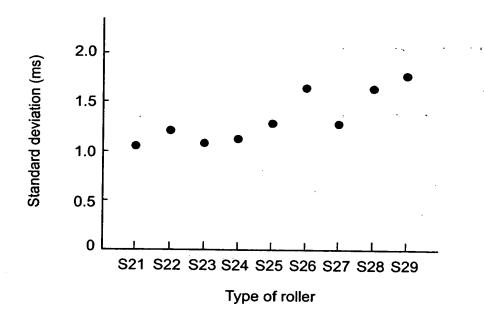
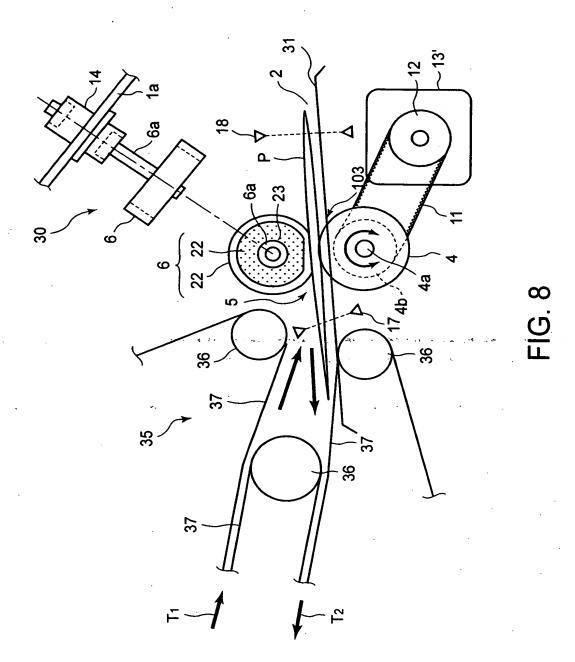


FIG. 7



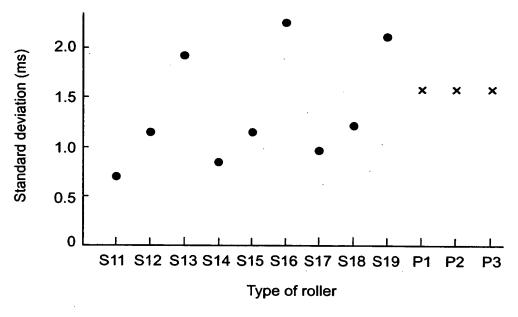


FIG. 9

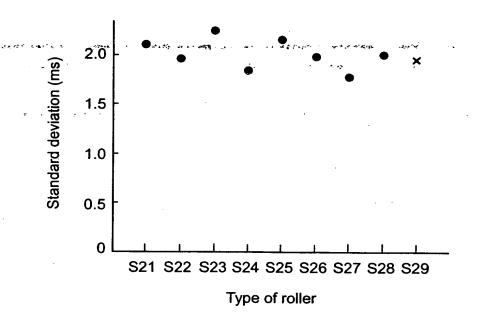


FIG.10

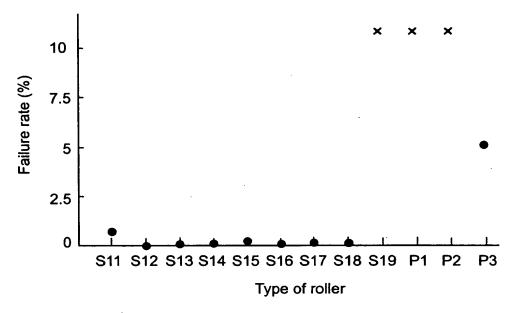
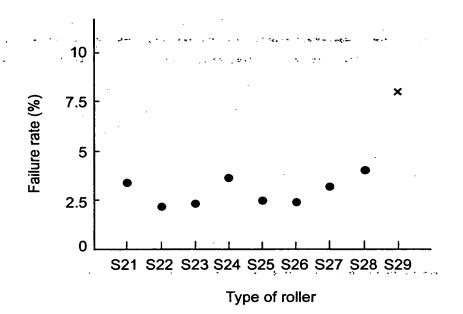


FIG. 12



**FIG.13** 

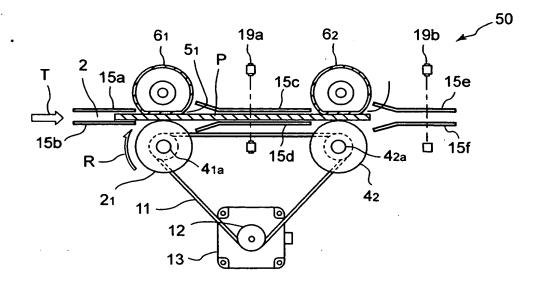


FIG. 14

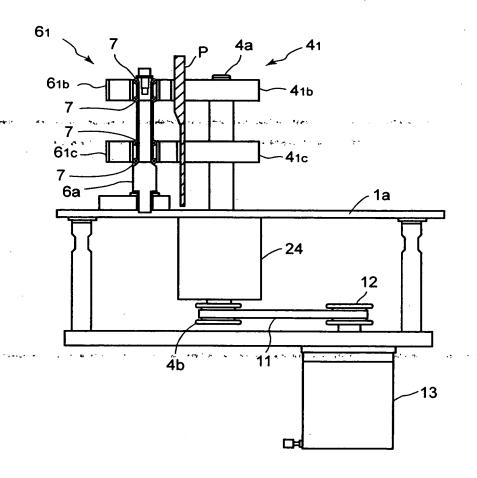
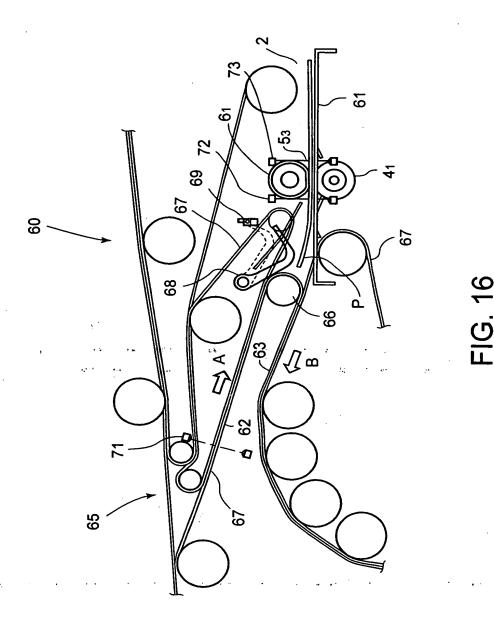


FIG. 15



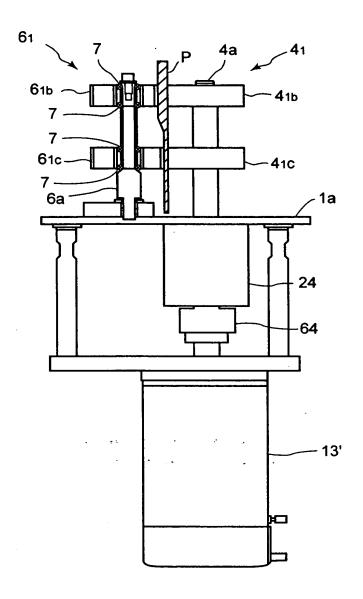


FIG. 17